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BOOK DEPARTMENT.

NOTES.

IN RESPONSE TO inquiries which have been received in regard to the character of the matter published under the head of "Notes," the editor of the book department wishes to announce to readers of the ANNALS that it is his settled policy to publish only descriptive notices of books under this caption. In the few cases in which a publication is noticed briefly, and at the same time criticised in this department, the name of the contributor will be supplied in a foot-note,* and in this way it is hoped all possibility of misunderstanding will be avoided in the future.

MR. MARK ASH of the New York Bar, who, in 1891, published an excellent edition of the New York City Consolidation Act, has just issued an annotated edition of the Greater New York Charter.† This volume, of 1251 pages, contains all the material necessary for a history of the government of the Greater New York. By inserting the various enactments, commission reports and constitutional provisions, as well as a compilation of the early charters, Mr. Ash has given us a work indispensable to the student of municipal government, as well as to the lawyer. The chapters of the charter itself, and of the acts relating to Greater New York unrepealed by the charter, have been carefully annotated by the author, all the important decisions being cited. The student of municipal government gains the impression from reading the chapters that the new charter represents a type of law-making which has become general throughout the United States. Instead of carefully codifying every chapter of the new charter, the Greater New York commission took up only the more important questions and adopted the policy of re-enacting a great mass of laws relating to the different municipal departments. The great care which the author has exercised in his analysis of provisions at present in force

*In the past critical notices have sometimes appeared unaccompanied by the name of their author. For example, the notice of Mulhall's "Industries and Wealth of Nations" (Vol. ix, p. 429) was unaccompanied by any signature. It was written by Professor Falkner. The notice of Wines' and Koren's "The Liquor Problem in its Legislative Aspects" (Vol. x, pp. 118-19) is another exception. It was written by Dr. Devine, who frankly assumes full responsibility for the opinions therein expressed in his communication in the current number.

† *The Greater New York Charter as Enacted in 1897*, with Notes by MARK ASH, of the New York Bar. Albany: Weed-Parsons Printing Company, 1897.

serves to bring out more clearly the uncertainty of the law upon many points. This edition of the charter will do much to clear up many of the intricate and disputed questions of existing law. It facilitates the determination of the question whether particular enactments are still in force or have been repealed by implication. For this reason, if for no other, Mr. Ash has done a real service to the students of municipal government, especially to those who are interested in the question of city charters.

UNDER THE TITLE of "The Struggle between President Johnson and Congress over Reconstruction,"* Mr. Chadsey has published an interesting account of this important chapter in the history of the unwritten constitution of the United States. As a matter of course, he begins his study with a consideration of the different theories propounded in connection with the readmission of the rebellious Southern states to their old position in the Union. The Democratic theory was naturally based upon the doctrine of state sovereignty. "The Union as it was must be restored and maintained, one and indivisible." The rebellious states still possessed the same rights as the loyal states, except as regards the holding of slaves. The personal theory of President Lincoln, as first stated, held that the states should resume their old relations, with their local affairs untouched by federal authority. The Congressional theory developed with the attitude of the executive, from a fear of his encroachments upon legislative powers. In its final form it took the ground that the seceding states had forfeited their rights under the Constitution, and that Congress had unrestricted power over them, as simple territories of the federal government. The accession of President Johnson brought the executive to a position of growing moderation towards the South. His provisional governments were steps toward the restoration of the states to the privileges guaranteed them by the Constitution before seceding.

In the remaining chapters the author describes the struggle between the President and Congress, which finally resulted in the extraordinary procedure of a trial of impeachment. The struggle thus came ultimately to mean one between the executive and legislative branches of the government as to the rôle each should play in the act of restoring the states to a new Constitutional status. The assertive attitude of the executive, resulting from the extraordinary war powers of the previous years, received a deserved check through

* *The Struggle between President Johnson and Congress over Reconstruction.* By CHARLES ERNEST CHADSEY, Ph. D. Columbia University Studies, Vol. viii, No. 1. Price \$1.00. New York: The Macmillan Company, 1897.

the aggressive position of Congress which restored finally the Constitutional equality between the legislative and executive branches of the federal government. Mr. Chadsey's monograph presents in a clear manner the essentials of this unique constitutional struggle.

THE TRANSLATION INTO English of Cournot's "*Recherches sur les Principes mathématiques de la théorie des richesses*,"* brings that work within the reach of many readers whose ignorance of French, or inability to gain access to the rare French edition of 1838, have heretofore prevented them from studying the original. It is a brief work, which applies the mathematical method to the discussion of rates of foreign exchange, of prices under conditions varying from complete monopoly to free competition, and of social income. Of the twelve chapters, the last two on "Social Income" are universally acknowledged to be of little value. The other ten are less difficult reading for the economist, more interested in his own science than in mathematics, than was to be expected from Jevons' statement that *his* mathematical power was insufficient to enable him to follow Cournot in all parts of his analysis. Perhaps his difficulty was due to the thirty-five inaccuracies which the painstaking translator has discovered in the original work.

As the first important treatise in mathematical economics Cournot's book has great historical interest. Whether the line of investigation which he started will really prove fruitful of valuable results in assisting students to understand more clearly the complex social phenomena which it is their task to explain, can only be decided by those who take the trouble to master the mathematical apparatus necessary to the understanding of this department of economic literature. Professor Fisher's little "Introduction to the Calculus," noticed in our last number, is an aid in this direction. An article by the same author in the January number of the *Quarterly Journal of Economics*, reviewing Cournot's work, makes the comprehension of this important book more easy for the unmathematical student.

MR. HERBERT J. DAVENPORT, whose "Outlines of Economic Theory" was reviewed in the ANNALS for March† of last year, has just brought out an "Outlines of Elementary Economics,"‡

**Researches into the Mathematical Principles of the Theory of Wealth*. By AUGUSTIN COURNOT. Translated by Nathaniel T. Bacon, with a bibliography of mathematical economics by Irving Fisher. Pp. ix, 209. Price, 75 cents. New York: The Macmillan Company, 1897.

† Vol. ix, p. 259.

‡ Pp. xiv, 280. Price, 80 cents. New York: The Macmillan Company, 1897.

which is something more than a mere abridgment of his earlier work. The distinction between economics as a science and economics as an art is no longer emphasized and in place of the division into sections, which was somewhat confusing, we now have the conventional arrangement in chapters. Moreover, the matter presented has been carefully rewritten, and although the range of problems treated is substantially the same, the treatment is now, in a real sense, elementary. The plan of introducing each new topic with a number of suggestive questions is given even wider application than in the earlier volume, while the questions themselves are more clearly expressed.

The greatest merit of this, as of the earlier work, is that it expresses very clearly the mature judgment of one who has given much thought to economic problems and is thoroughly conversant with the literature of his subject. Conceiving of political economy as the science of business, the author is careful to point out, at every step, the close connection between economic theory and the practical problems that engage the attention of the business community. At the same time he emphasizes the *social* point of view in the treatment of all these problems and brings out the idea, which cannot be too early implanted in the minds of students, that industrial development, like all other development in which organic forces are involved, is of necessity gradual. This is made especially clear in his treatment of "socialism," "the single tax," and other proposals looking to radical changes. His discussion of the money and tariff questions is as full as the interest of American students in these matters calls for and conspicuously fair, without being colorless. On the whole, this work should give an impetus to the introduction of economics into the curricula of secondary schools. It meets, to a large extent, the objection of those who base their opposition to this change on the alleged lack of any suitable textbook on the subject.

IN A SMALL volume entitled "*L'évolution des croyances et des doctrines politiques*,"* Professor Guillaume De Greef has reprinted two of his opening addresses, given in 1889 and 1890 at the *École des sciences sociales* at Brussels, and in addition a concrete study based on some of the principles put forth in the second address. This additional material comprises over 200 pages and furnishes the title for the volume. The addresses, which were published at the time they were delivered, have attracted considerable attention and have been

* *L'évolution des croyances et des doctrines politiques*. Par GUILLAUME DE GREEF. Pp. 330. Brussels: Mayolez & Audiarte; Paris: Felix Alcan, 1895.

long since out of print. Many persons will therefore be glad to know that they are to be had now in this volume. In the final and longer essay Professor De Greef ranges over a large mass of material relating to pre-historic times and to the early history of the Egyptians and Ethiopians and to Ancient Mexico and Peru in his endeavor to find analogies and striking illustrations of a common development in beliefs, traditions and political doctrines.

MR. HENRY S. HAINES, who for many years was President of the American Railway Association, and who has held responsible administrative positions in the railroad service, has published a book, entitled "American Railway Management," which contains his addresses delivered before the American Railway Association, and several other miscellaneous addresses and papers.* Though the book is in no sense a systematic treatise, it contains much information of value to the student of transportation. Besides discussing such technical questions as train rules, block systems, car-couplers and other safety appliances, the author considers such subjects as labor organizations, operating expenses, cost of transportation, railroad organization, freight classification, pooling, railway accidents, the training of railroad men and like topics. These questions and the others taken up in the book are not handled in a fundamental or scientific manner, and the book will commend itself to the student mainly because it reflects the views of one of the best informed practical railway officials in the United States. An outline of the history of the American Railway Association may be obtained from the twelve semi-annual addresses of its former president.

DR. GEORGE HARRIS, of the Andover Theological Seminary, has published a little volume of essays under the title, "Inequality and Progress," † in which he discusses various phases of social inequality which he considers conditions to progress. A large part of the volume is critical and calls in question the assumption that some kind of equality is the *summum bonum* to be sought by social reformers. The author attempts, through an analysis of certain fundamental facts of human nature and human development, to determine what may and what may not be taken for granted in the discussion of various theories concerning social growth. He insists upon the cultivation not only of the historic sense, but also of the

* *American Railway Management*. By HENRY S. HAINES. Pp. 368. Price, \$2.50. New York: John Wiley & Sons, 1897.

† Pp. 164. Price, \$1.25. Boston: Houghton, Mifflin & Co., 1897.

ethnologic and anthropologic senses on the part of the leaders and reformers of society. Believing that inequalities are inevitable the author expresses the hope that they may be more fully utilized and to some extent harmonized as social development proceeds and becomes more complex. A few of the titles of Dr. Harris' chapters indicate clearly the scope of his attractive little book: "Existing and Accepted Equality;" "Types of Social Selection;" "Economic Equality a Chimera;" "Equality of Opportunity in Education and Pursuits;" "Progress Produces Variety;" "Variety Produces Progress;" "The Progress of Ideals;" "The Uniqueness and Unity."

IN A MONOGRAPH of 121 pages Dr. Wilhelm Kähler, of the University of Halle, opens a series of studies on "Public Debts,"* of which he is to be the editor. In this monograph he examines the development of local indebtedness in Prussia. We are incidentally given an insight into the development of local activities, especially in the rural districts, for Dr. Kähler's researches cover the provinces, circles (*Kreise*) and villages. The author points out that during the early decades of the century the indebtedness of local divisions was confined exclusively to the larger towns. With the reorganization of the local rural divisions between 1870 and 1876 there came an increase in functions. This led to an increase in indebtedness. During the period between 1832 and 1895 the public debt of all local divisions in Prussia increased some \$5,000,000, distributed as follows: Provinces, one-sixth of total; Circles, one-tenth; Villages, one-fifteenth; Cities, two-thirds.

In discussing the present condition of local indebtedness, Dr. Kähler points out the desirability of effecting a centralization of local credit through the establishment of a government or quasi-government bank, the function of which shall be to act as intermediary between the cities and the general public. Furthermore, available government funds not applied to other purposes, are to be placed at the disposal of municipalities. In this way it is hoped to facilitate the negotiation of small loans by the authorities of local divisions. At the present time they are dependent for such facilities upon private banking institutions. Of course the new institution would be of particular value to the small towns, as the large cities have at the present time every facility for borrowing money at the lowest possible rate.

* *Die Preussischen Kommunalanleihen mit besonderer Rücksicht auf eine Centralisation des Kommunalkredits.* Von Dr. WILHELM KÄHLER. Beiträge zur Lehre von den öffentlichen Schulden. I Band. I Heft. Pp. 121. Price, 4 marks. Jena: Gustav Fischer, 1897.

ABOUT FOUR YEARS ago we noted in these columns the second edition of Bernheim's "*Lehrbuch der historischen Methode*."* In spite of many pretentious rivals, this has retained its position as the best book on the subject. MM. Langlois and Seignobos have prepared a manual† which is more popular and better adapted for beginners. It discusses very concisely the preparation necessary for historical study (Book I), methods of criticism (Book II), and historical composition (Book III). In two appendices the authors give an interesting account of the instruction in history in France the secondary schools and universities, respectively.

This manual will not supersede Bernheim's work, which it does not attempt to rival. It does not contain the same wealth of bibliographical references, and does not go as deeply into the discussion of many subjects. Yet in one portion it is clearly superior to the latter, *i. e.*, in the criticism of an author's sincerity and exactitude. In general, it will commend itself for its good sense, clearness and moderation. Although intended primarily for the uninitiated, even specialists may profit by a careful perusal of some of the chapters. All students who are not dominated by the modern German methods will welcome the statement that external criticism is a means, and not an end, in itself. To judge from many of the recent works some scholars, philologists as well as historians, are too much in danger of forgetting this axiom.

MESSRS. G. P. PUTNAM'S SONS announce an interesting list of publications in history and economics for the coming spring. Professor Andrews is to bring out the second and concluding volume of his "Historical Development of Modern Europe." Professor Tyler has in preparation a volume on the "Literary History of the American Republic During the First Half Century of Their Independence." The same writer is to publish, in the near future, a series entitled "A Century of American Statesmen," in four or more volumes. This will contain biographical sketches of all our leading public men since March 4, 1801. Two new volumes are also announced for the Story of the Nations' Series, one detailing the "Story of Modern France," while the other describes the "Building of the British Empire, 1558-1895." Under the head of economics, Mr. John Davidson is to bring out a volume on "The Bargain Theory of Wages," while Mr. Alexander Dana Noyes has in preparation a short financial

* See ANNALS, Vol. v. p. 140. July, 1894.

† *Introduction aux Études historiques*. By CH. V. LANGLOIS et CH. SEIGNOBOS. Pp. xviii, 308. Price, 13.50 francs. Paris: Hachette et Cie., 1898.

history of the United States under the title, "Thirty Years of American Finance, 1865-1896."

THE FOUR REPORTS prepared by the present Commissioner of Navigation, Mr. Eugene Tyler Chamberlain, have all been valuable documents. The Bureau of Navigation, under the supervision of Mr. Chamberlain, has been of much assistance to the committee of Congress on commerce, and has aided in securing the repeal of several antiquated laws relating to shipping. Much work of this kind yet remains to be done, however, and the last report of the commissioner contains a good summary of the nature of the reforms needed and of the methods which, in the opinion of the commissioner, ought to be followed in making the changes that are essential to the best development of our merchant marine.* The prominent features of the report for 1897 are the discussion of the statistics of our shipping and ship-building industries, the advocacy of the extension of the Act of May 10, 1892, by which the foreign-built ships, the *Paris* and the *New York*, were admitted to American registry, and the argument in favor of the repeal of the sections of the law of June 19, 1886, providing for reciprocal tonnage tax exemptions. About half the report is taken up with a discussion of legislation affecting seamen, and attention is called to several needed improvements in our existing laws. The concentration of the several marine bureaus, under the supervision of one Assistant Secretary of State, a change strongly urged in former reports of the Commissioner of Navigation, has been effected by Secretary Gage's order of April 6, 1897. As usual, the appendices of the report contain much valuable information regarding the condition of our marine, and that of foreign countries, and, besides, the thirty-two statistical tables in which the data regarding American shipping are presented.

ONE OF THE most important investigations conducted by the Labour Department of the English Board of Trade is that into changes in wages and the hours of labor in the United Kingdom. The fourth annual report,† dealing with this question for the year 1896, which has just been issued, is full of suggestive information for the student of the labor problem. At the outset the report touches on some of the difficulties of the investigation. It has been possible to obtain only the facts in regard to the wages actually paid at different

* *Report of the Commissioner of Navigation to the Secretary of the Treasury* Pp. 350. Washington, Government Printing Office, 1897.

† Pp. lxxxii, 273. Price, 1s. 6d. London: Eyre & Spottiswood, 1897.

periods for different grades of work. No allowance is made for unemployment or for changes in the grade of work performed by the mass of laboring people, and in consequence no certain conclusion as to the actual condition of the working classes can be drawn from the figures presented. The investigation concerns all the leading industries of England from manufacturing and mining to agriculture and commerce. As many as 8,500,000 persons are employed in the industries actually examined. In comparison with the returns for the years 1894 and 1895 those for last year are decidedly favorable. In 1894 488,357 persons had their wages decreased while only 175,615 had them increased. In 1895 351,895 had them decreased while only 79,867 had them increased. Last year, on the contrary, only 167,357 persons had their wages decreased while 382,225 had them increased. Thus there was a weekly gain in wages last year of £26,592 to contrast with a weekly loss in 1895 of £28,211 and in 1894 of £45,091. The rise in wages in 1896 included all important industries except mining, but was most pronounced in the engineering and ship-building trades. As regards hours of labor there seems to have been a steady improvement in recent years. In 1893 the average decrease in the number of hours of labor each week for those effected was 1.99. In 1894, when the eight-hour day was introduced in all government establishments, the average decrease was 4.04 hours. In 1895 it was 1.94 hours, while last year it was 0.73 hours. In addition to elaborate statistics in regard to rates of wages and hours of labor in different trades the report gives an account of the sliding-scale arrangements introduced or continued in force during the year 1896.

IT HAS ALWAYS been a subject of regret among statisticians that so much of the admirable and original work of the Royal Hungarian Office at Budapest should be practically inaccessible through its publication in the Magyar tongue. Within limits imposed by national necessities, the office has made commendable efforts to make its work known to the scholars of other lands. The year 1896 saw the publication of a history of official statistics in Hungary, in German. A law of August 27, 1897, has reorganized the Central Statistical Office of the Kingdom, and we now have an official translation into English of this act which has been prepared and circulated by the office. Under the new law the statistical service is still further centralized and many of the usages of the office, such as the appointment of its staff and the co-operation of public school teachers in statistical enumerations, have been crystallized in statutory provisions.

THE BOOK RECENTLY published by Dr. Wilcox on "The Study of City Government,"* contains an outline of the questions relating to municipal functions, control and organization. As a convenient little reference book on some of the more important municipal problems, the work will gain for itself a distinct and not unimportant place in the literature of municipal government. Unfortunately, the plan of the work does not permit of an organic treatment of the subject. The relation of the municipality to the state, the organization of municipal departments, etc., are treated as separate and unrelated questions between which the reader will be able to find little or no connection. Although the purpose of the author is to indicate rather than to deal exhaustively with the questions presented by our municipalities, the method he has adopted fails to give a clear idea of the interdependence between the organization and functions of the city. To attain this end, it is necessary to begin with the city as a political and social unit having distinct problems. To endeavor to separate these problems, before showing their intimate connection with one another, robs the subject of that real and living interest which one finds in the works of Shaw and Goodnow. To those interested in municipalities as one of the expressions of national political life, the careful classification of facts contained in Dr. Wilcox's book will offer valuable material. That these facts are not co-ordinated constitutes the great weakness of the book; a weakness inherent in the method of the author.†

IN THE ANNALS for January some account was given of the last Congress of the International Institute of Sociology which was held in Paris in July, 1897. In that connection it was stated that no congress was held in 1896, but that a volume of papers prepared by various members of the Institute had been published for that year. The volume,‡ which is now before us, contains several important studies of interest to sociologists. In a preface the General Secretary, M. René Worms, gives a statement concerning the history of the Institute and its activity during the year 1896. Then follow twelve papers, the longest of which is that by M. Paul de Lilienfeld on "The Graphical Method in Sociology." This is accompanied by several ingenious charts illustrating the plan advocated for the graphical representation of social data. It will interest all who have to do with making statistics readable, but will

* *The Study of City Government*. By DELOS F. WILCOX, Ph. D. Pp. 268. Price, \$1.50. New York: The Macmillan Company, 1897.

† Contributed by L. S. Rowe.

‡ *Annales de l'Institut International de Sociologie*. Publiées sous la direction de RENÉ WORMS. Vol. iii. Pp. 462. Price, 7 francs. Paris: Giard & Brière, 1897.

probably be found too complex for very general use. The most original contribution to sociological theory is a paper by M. G. Tarde on "The Relation of Biology to Sociology," which is in the nature of a criticism of the fanciful biological analogies by one who is an advocate of psychological methods of analysis. M. René Worms contributes a paper on "Sociology and Morals," which discusses the influence of sociological study upon current theories of morals and upon the attempt to construct an empirical system of social morality. "Animal and Primitive Society" is the title of another of the longer studies contributed by M. Adolpho Posada, of the University of Oviedo, Spain. Some account of his theories of the beginning of social life was given in a review of his recent book published in the *ANNALS* for July, 1897. The titles of the remaining chapters are: "Botero and Campanella," by M. M. Kovalewsky; "Sociology of Politics," by M. G. Combes de Lestrade; "Progress of Political Institutions," by M. R. Garofalo; "Origin of the Nation," by M. Salesy Ferre; "Evolution of the Idea of Democracy," by M. R. de la Grasserie; "A Polish Sociologist; Stanislas Krusinski," by M. G. de Krauz; "Political Economy and Socialism in Relation to Sociology," by M. Limousin; "Causality in Sociology," by M. F. Puglia.

THE Railway Age, of Chicago, has published the first volume of a "Year-Book of Railway Literature."* The declared object of the publishers "is to put annually into permanent form all papers or addresses on the public relation of railways, appearing or being delivered during the year, which seem to have permanent value." Although some of the papers included in Volume I will hardly rank high enough to possess enduring value, the enterprise of the publishers is a commendable one, and the annual issue of these volumes will serve the useful purpose of making good transportation literature available for a larger number of readers. The first fifth of the book is taken up with a discussion of the subject of railway pools by Mr. George R. Blanchard, Commissioner of the Joint Traffic Association, and Mr. Aldace F. Walker, Chairman of the Board of Directors of the Atchison, Topeka and Santa Fé Railway Company. This discussion is followed by nineteen papers in which transportation topics of current interest are treated mainly by railway officials. The last hundred pages of the book contain material that unquestionably possesses enduring value. The decision of the

* *The Year-Book of Railway Literature*, Vol. I, Compiled and edited by HARRY PERRY ROBINSON. Pp. 427. Price, \$1.00. Chicago: The Railway Age. 1897.

United States Supreme Court and the dissenting opinion in the suit of *The United States vs. The Trans-Missouri Freight Association* are printed in full, as is also the decision of the same court in the *Interstate Commerce Commission vs. The Cincinnati, New Orleans and Texas Pacific Railway Company et al.*, the decision which denies to the commission the power to fix reasonable rates to take the place of those that have been held to be unreasonable.

REVIEWS.

New Governments West of the Alleghanies before 1780. (Introductory to a study of the organization and admission of new states.) By GEORGE HENRY ALDEN, Ph. D., Professor of History in Cornell College, Mt. Vernon, Iowa. Pp. 74. Price, 50 cents. University of Wisconsin, Madison, 1897.

This monograph is another evidence of the recent tendency among students of American history to broaden their field of investigation so as to include the history of the West, if not, indeed, to make the West *the standpoint* from which to view American History generally. In this preliminary study Professor Alden discusses plans and propositions for new governments west of the Alleghanies as well as the forms of governments actually established. Chapter I is devoted exclusively to "schemes for new colonies prior to 1766." Herein we are reminded that for over a century the colonists along the seaboard had (naturally enough) no inclination to go beyond the Alleghanies. Indeed, little or nothing was definitely known of the vast territory beyond. Governor Spotswood was the first to cross the Blue Ridge in 1716 and bring back to the Virginians adequate information of the beauty and fertility of the western country. But it was not until 1738 that the first step was taken in the direction of political organization by the Assembly of Virginia, which made provision for the establishment of the county of Augusta. During the early part of the eighteenth century the population along the seaboard grew rapidly. Settlements were made beyond the mountains. The increasing interest in the settlement of the West was manifested in the formation of numerous "land companies," to which large tracts of land were granted by the crown. This resembled very closely the earlier colonization of America by trading companies. After a century of experience colonization was evidently still regarded as a matter of trade rather than as an affair of government. "The first public proposition for colonial governments beyond the mountains" was made in the Albany Congress of